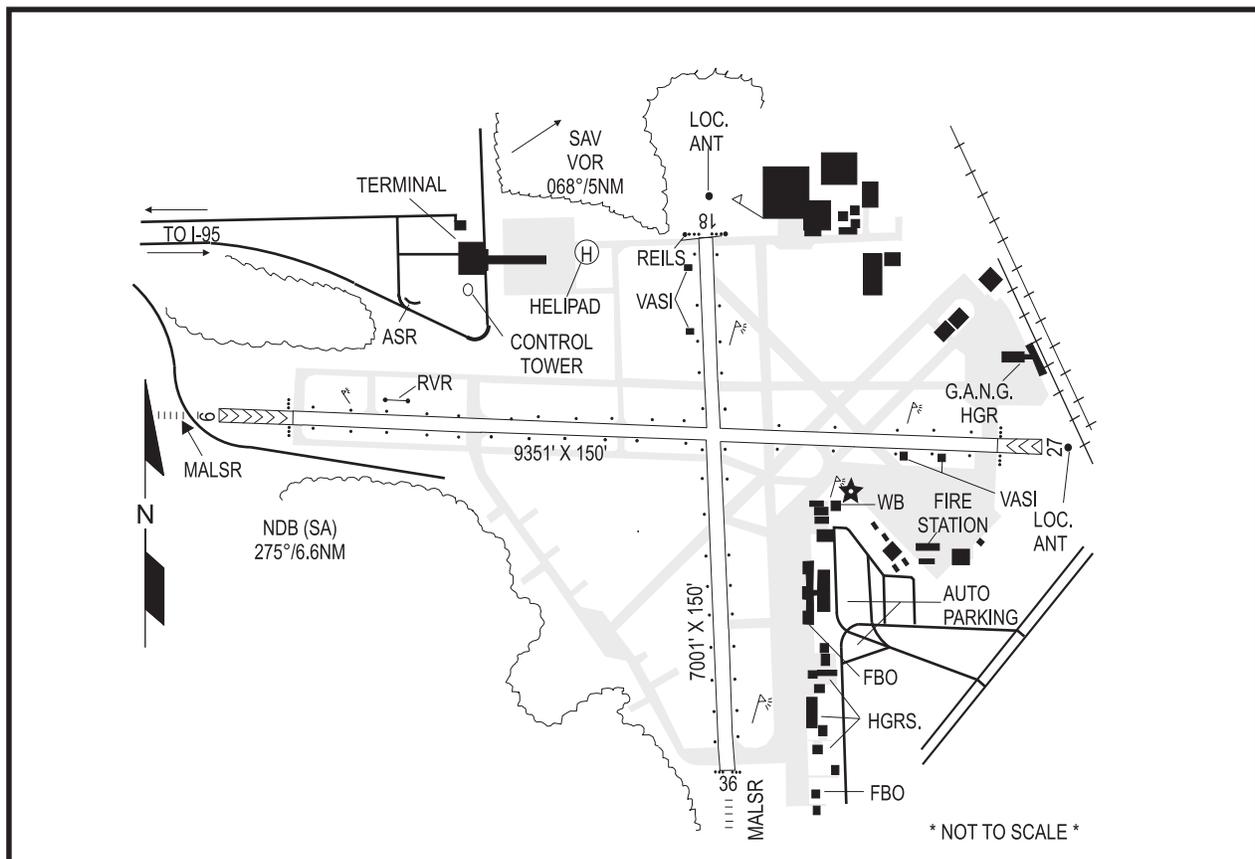
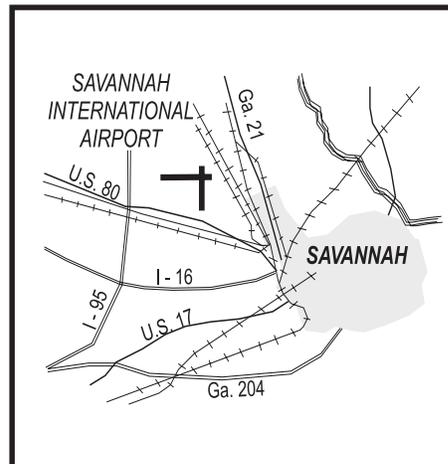


AIRPORT FINDING AND RECOMMENDATIONS

AIRPORT LOCATION

Savannah/Hilton Head International Airport is located in Chatham County on the coast of Georgia approximately 78 miles north of Brunswick and 168 miles southeast of Macon. The primary highway access to the airport from the north and south is via Interstates 95 and 16, and U.S. Highway 80. Other highways in the vicinity include U.S. Highway 17 and Georgia Highways 21 and 204.

The airport, situated on 3,650 acres, is owned and operated by the Savannah Airport Commission and accommodates a variety of aviation related activities including commercial service, corporate/business jet use, and military use.



EXISTING FACILITIES

Savannah/Hilton Head International Airport has two runways. The primary runway, Runway 09/27, is 9,351 feet long by 150 feet wide and the crosswind runway, Runway 18/36, is 7,001 feet long by 150 feet wide. Both runways have high intensity runway lighting (HIRL) and full parallel taxiways with high intensity taxiway lighting (HITL). Runway 09 has medium intensity approach lighting with runway indicator lights (MALSR). Runway 27 has runway end indicator lights (REIL) and visual approach slope indicator lights (VASI). Runway 36 has MALSR approach lights. Runway 18 has a REIL and a VASI. The airport has a lighted wind cone, segmented circle, rotating beacon, and an air traffic control tower. The airport has an ILS, RNAV GPS, and NDB approach to Runway 09; MLS, RNAV GPS, and VOR or TACAN or GPS approach to Runway 27; RNAV GPS approach to Runway 18; and an ILS and RNAV GPS approach to Runway 36.

Current landside facilities and services include a 275,000 square foot commercial terminal building and a 16,883 square foot general aviation terminal building with fuel concessions providing AvGas and Jet A fuel. The commercial service terminal offers international customs service. The airport has 106 hangar spaces, 105 apron spaces and 50 auto parking spaces for general aviation. Other services offered at the airport include aircraft rescue and firefighting (ARFF), a full service FBO and maintenance operations, and rental cars.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft increased from 88 in 1990 to a current level of 116. By 2021, the airport's based aircraft are expected to reach 143. The airport has approximately 96,816 annual aircraft takeoffs and landings related to general aviation and 32,216 commercial service operations. These figures are projected to increase to 132,126 and 50,400 by 2021, respectively. Savannah/Hilton Head International Airport's enplanements are expected to increase from 887,095 to 1,823,112 by 2021. By the end of the planning period, the airport is expected to reach 66% of its available annual operating capacity.

Savannah/Hilton Head International Airport	Current	2006	2011	2021
Based Aircraft	116	121	128	143
Operations	96,816	103,366	112,180	132,126
Local	36,332	38,790	42,097	49,582
Itinerant	60,484	64,576	70,083	82,544
Commercial Operations	32,216	33,800	37,000	50,400
Enplanements	887,095	1,024,147	1,229,364	1,823,112
Demand/Capacity Ratio	48%	52%	56%	66%

AIRPORT FACILITY AND SERVICE NEEDS

Savannah/Hilton Head International Airport has been classified a Level III airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Phase I: 132 additional general aviation auto parking spaces are needed; Phase II: 11 additional general aviation auto parking spaces are needed; Phase III: 23 additional general aviation auto parking spaces are needed
- Upgrade VASIs on Rwy 09//27 with PAPIs

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects needed for the Savannah/Hilton Head International Airport to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level III
Savannah – Savannah/Hilton Head International – SAV

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 09/27)	9,351	5,500 feet or greater	None
Runway Width	150	100 feet	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Precision	None
Lighting- Runway	HIRL	HIRL for precision approaches; MIRL for non-precision	None
Lighting- Taxiway	HITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	VASI	PAPI	PAPI
Weather	ASOS	AWOS/ASOS	None
Approach Light System	MALSR	Approach Lighting System	None
Ground Communications	Public phone, RCO	Public phone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	106 spaces	70% of based fleet	None
Apron Parking/Storage	105 spaces	30% based of aircraft plus additional 75% for transient aircraft	None
Terminal/Administrative	16,883	2,500 square feet with amenities	None
Auto Parking	50 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 132 add'l spaces needed Phase II: 11 add'l spaces needed Phases III: 23 add'l spaces needed
Services			
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	Available	Available	None

OTHER RECOMMENDATIONS

Additional actions or projects required for Savannah/Hilton Head International Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase II (2011) and Phase III (2021)

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Savannah/Hilton Head International Airport to meet the recommendations of the Georgia Aviation System Plan.

SAVANNAH/HILTON HEAD INTERNATIONAL AIRPORT							
Associated City SAVANNAH							
FAA Identifier SAV							
Level III							
Facility Objectives		Facility Needs			Costs		
Existing	Objective				Phase I	Phase II	Phase III
Airfield							
Runway Length	9,351	5,500					
Runway Width	150	100					
Taxiway Type	Full parallel	Full Parallel					
Runway Lighting	HIRL	HIRL					
Taxiway Lighting	HITL	MITL					
Land Acquisition							
Earthwork							
Pavement Maintenance	96 PCI	>70 PCI					
Navigational Aids							
PAPI	VASI	PAPI	2		\$50,000		
Rotating Beacon	yes	Rotating Beacon					
Segmented Circle	yes	Segmented Circle					
Windcone	yes	Windcone					
Weather	ASOS	ASOS or AWOS					
GCO/Phone	RCO/Phone	GCO/Phone					
Approach Lighting	MALSR	Approach Lighting					
General Aviation Facilities							
			Phase I	Phase II	Phase III		
Hangar Storage	106	100					
Apron	105	75					
Auto Spaces	50	215	132	11	23	\$16,500	\$34,500
Terminal Space	16,883	2,000					
Fuel	AvGas/Jet A	AvGas/Jet A					
Planning/Environmental							
ALP Update	2001	Update every 10 years	1	1		\$60,000	\$60,000
Environmental Assessment							
					Subtotal	\$248,000	\$94,500
Total Estimated Cost						\$	419,000

Note: It is assumed that non-precision GPS approaches and precision GPS approaches will be available in the near future. The cost associated with this technology resides in the aircraft. Therefore, additional equipment costs associated with providing future non-precision and precision approaches have not been estimated.